NEW-YORK. THURSDAY, APRIL 4, 1872.

THE UNIVERSITY BOAT-RACE,

THE OFFICE CREW ENCOUNTER A SERIES OF MISPORTUNES-SUPERIOR CONDITION OF THE CAMBRIDGE CREW-PREPARATIONS FOR THE BACE-HOW THE CAMBRIDGE CREW WON. [FROM THE REGULAR CORRESPONDENT OF THE TRIEUNE.]

LONDON, March 23 .-- Ever since the appearance of the Oxford and Cambridge crews on the Thames, now more than a fortnight ago, there has been a settled conviction on the part of the public that Cambridge must win. Perhaps it would not be too much to say that conviction and desire went together; still, there were plenty of good reasons for the prevailing view. Oxford has been unlucky almost from the beginning of this year's practice. Unusual difficulty was experi-enced about a crew, and it looked at one time as if the captain of the University Club was quite unable to make up his mind who should row in the boat or where they should row. After many other changes he finally changed the streke bimself, and Lesley was degraded from No. 8, and assigned to No. 7. A strained side was the cause. The effect of that alteration has been that a crew accustomed to Lesley found it difficult to adapt itself all of a sudden to Houblon, and good critics say that throughout their Thames work they have continued to take the stroke from Lesley at No. 7 instead of from Houblon at No. 8, The style of the two men is as unlike possible. Lesley has been unlucky, but at least he retains some of the traditions which gave Oxford its long supremacy, while Houblon's stroke is comparatively short and quick. With this collision going on in the boat, it is no wonder that Oxford has been very rough, and that in mere appearance the rowing of the Dark Blues should have little to commend it to popular favor. Ill lack followed them closely, down almost to the very day of the race. No. 2 had been early marked as a weak spot. Mr. Armitstead is a good man who has overworked himself from sheer anxiety to do his university and himself full justice. He rowed himself to pieces in mere practice, and so late as Wednesday, three days before the race, he had to give up his place in the boat to Mr. Knollys. Nothing could be more inauspicious of victory than an enforced change at so late an hour. On the allimportant question of the boat they should row in, the Oxford men have been almost equally at sea. They did not like the Salter they brought with them. She was too heavy. She would not travel. She did not suit the men. A boat was ordered from-of all places in the world-Dublin, which city possesses a builder of some repute in one Mat Taylor, and this boat arrived in a three-quarters finished state a week or so before the day. She was tried and liked, and then tried again and disliked. The stretchers gave way and the cutriggers were too high, and finally a timed trial proved that she was ten seconds slower from the Bridge to the Point-a matter of less than three minutes' rowing-than the old Salter. So on Thursday it was settled that the old Salter must carry the crew. What hope could a crew, weighted with all their mishaps, have of winning ?

Cambridge, on the either hand, have neither met with accidents, nor had to contend with the kind of prejudice which early set in against their rivals. During the latter years of their long series of defeats, they had everybody's sympathies with them, and these they still retain. Out of the whole number of races Oxford has still a majority of four, the score standing 16 to 12; and as the interest of these contests depends a good deal on their equality, there is a feeling that Fortune ought to bring Cambridge on level terms with her opponent before she deserts Beside all which, the public, or so much of the public as knows anything about rowing, likes style, and in respect of style Cambridge, as everybody admits, is far superior this year to Oxford. Of what went on before the actual race I speak only from hearsay, for I have not been able to see any of the practice. Generally, there are almost as many opinions as critics. This year hardly anybody has had a good word to say for Oxford. They did not keep good time, did not feather to- ing appearance everywhere, on the water itself and on gether, did not finish together, and were pronounced to be, as a whole, a ragged and untidy erew. It may be necessary to say, for the benefit of the unlearned, that these opprobrious adjectives by no means apply to the get through the bridge before its closing. A certain dress or personal appearance of the crew, but solely to their defective rowing. External appearances Bridge, which is one of the great thoroughfares for were all in favor of Cambridge. There are those who say they do not row far enough back, and have never thoroughly acquired that mysterious catch of which we have heard so much during late years. But in respect of polish and prettiness of work the rowing world agreed that a more perfect erew had seldom been seen on the Thames. Moreover, it has been remarked that Oxford, who were at first considered the stronger crew, showed frequent signs of distress after a long spin, poor Armitstead especially shutting up very early on more than one occasion, when either the whole course was rowed over, or a trial against a scratch crew of some London club. Nothing of the sort could be detected among the Light Blues. They would come in at the end of a four miles row against time in as good form as they started with.

If all this seems comparatively unimportant now that the race is over, I must ask you to bear in mind that the history of the race would be very incomplete without it, and that it is essential to forming anything like an accurate judgment on the race itself, and on the performances of the two crews. In a merely popular point of view, it is but a slight summary of what the London papers have been printing for a fortnight. They find a column a day on the race none too much for the appetite of the general reader; remarkable creature that he Every year, one is compelled to remark the increasing interest in the race. A single fact will bring it out clearly. Only five, or perhaps six, years ago, a score of policemen were thought sufficient to keep the spectaters on the banks in order. This year two thousand officers were on duty, and they were none too many. More people go now to see the daily practice of the erews than then witnessed the race itself. Once it was thought a stretch of authority to close the towing path on the Surrey side of the stream to horsemen on the day of the race. Now it is closed for a fortnight before, so great is the throng of pedestrians whose comfort and even safety are endangeted by the riding. The letting of houses on the river banks, and the erection of "grand stands" with seats for hire, has become a considerable business, of which the newspapers reap a share in numerous advertisements. Barges go up the river a day or two before and anchor themselves in the character of floating terraces for spectators, at varying prices. So do the steamers, which, in the evil days before the Thames Conservancy took charge of the ceremony, used to accompany the boats all the way from Putney to Mortlake, with complete indifference on the part of their captains as to whether they kept astern and out of the way, or ahead and alongside, and so half awamped one of the racing outriggers. Row-beats can only be hired for the day at fancy prices, while the owner of a steam lannch leads a miserable life with the importunities of his friends, and makes nine out of ten of them enemies for the remainder of his life by the inevitable refusal of their entreaties for a passage. As for the multitude, it finds its way as best it can to the banks and gets the best view it can when once there. Those who have carriages go in them, and many of the best places on the banks are given up to them. As there

are eight miles and a half of banks, one might

suppose there would be room enough for all the carriages in London. But the throng is

so great, or at any rate the competition for the best places so keen, that if you want to get on Barnes Terrace you are advised to

send your carriage over night to secure its position, Kext morning, you drive as post to it as you can, and

transfer yourself, and your friends, and your wraps, and your luncheon, and all that is yours, into the carriage which has stood sentinel for you all night. I have never tried that sort of thing, personally, because I go on steamer, but, from the number of barges stationed thi year along the Surrey shore, it seemed to me that the view from the banks must be seriously interfered don't care a great deal whether it is or not. They go for the spectacle, and the spectacle does not consist of a ent's glimpse of two boats flashing by, and they go for the heliday and pie-nie, and for the pleasure of sitfriends, and eating a cold lunch in their company, ming led with champague, which to-day must have been cold enough without iceing. That is all very nice, but it is not rowing, nor is it the same thing as seeing a race from end to end, which only a few favored mortals ever do. The epportunity of seeing it in that way is one of

the compensations of journalism.

The steamer question, which raised some difficulty last year, was solved this year by allowing a fourth. Last year there were three-one for the umpire, and one for each university. The young gentlemen of Cambridge and Oxford who manage this matter had persuaded the selves at first that no accommodation need be provided for the Press. It was a private match, they said. They dld not care whether it was reported in the newspapers or not. They afterward so far changed their minds on that point as to devote a part of each University boat to them a little. This year a special steamer for the Press has always looked after his colleagues interests with great zeal, managed to secure the fastest steamer for us. result of the new arrangement. Four steamers are certainly one too many, and as the University therities will issue too many tickets, their boats had no chance. The steamers of the umpire and the Press took the lead to-day at the beginning, and kept it to Mortlake, and the Oxford and Cambridge men can hardly have seen the race at all. I am sorry for them. I have known what it is to be in a steamer shut out from all view of the racing boats ahead. That was in the bad old days before the great race was taken under protection by an act of Parliament, before the Thames Conservancy thought it worth stopping the river traffic for, and before the police undertook to keep down steamers and small craft together, and make a broad path of unobstructed water from Putsucceed. The work is thoroughly done except with respect to the small boats. But if I live to see forty more unual races, I do not believe there will ever be one the fortunes of which will not be more or less imperiled by not use. The police are strong against strength, and can outwit the cunning attempts to circumvent them. Against sheer stupidity they are powerless, and I supese the boat that gets in the way of the University race is to become as historical as the dog on the Dorby course,

Our steamer started as usual, from the Temple Pier, but started in weather not usual even for London, and quite without precedent on a racing anniversary. We have been having snow-storms for some days. To-day we have had four, and one of rain interjected. The wind blew fresh and bitter from the north-east. There has been so much snow that, though it will not lie in the streets, the parks are covered with it, and the leadess trees on the river banks hung with it, and roofs and cornices were dirty-white, and the steamer's decks covered, when I went on board, with a mixture of snow and mud that was dirty without being white at all. The snow came down in blotches. For weeks we have been rejoicing in n warm Spring such as you have no idea of in the Northern States, and the fruit trees had been in blossom, buds were bursting on the other trees, and March in fact was as good a month as the latter half of would be a more charming pic-nic than ever. It would be hard to reckon how many Spring costumes of light and dark blue have been got ready for to-day, and had to be sadly laid aside this morning. The steamers that passed us on their way up the river as we lay at the pier, though they showed here and there a ribbon of the right hue, were for the most part as dull were hidden under gray waterproofs and the bonnet were clouded over with dripping umbrellas. When we had quitted the pier, the river showed the same depressnumber there was, but not a tenth of what one commonly sees at that hour and in that place. Putney sightseers on such a day, and which ought to be filled with a continuous stream of vehicles and foot-passen gers, was almost literally empty. I began to fear that the newspaper men were going to be the only spectators of the struggle. Things looked worse still in the village of Putney and on the Fulham banks. There was no crowd anywhere. Who could expect a crowd to stand for hours in the mud, under such a sky, and exposed to such a storm? Some of us went on shore in a desperate hope of killing, in some way, the hour that had to be got rid of before the boats could be expected to show. But the streets of Putney were hardly more lively than the decks of our steamer, and we finally were driven into the bar of the Star and Garter, and enlivened the passing me ments by eating sandwiches and drinking beer. There was not a crowd even in that popular hostelry, and for once the Cambridge men escaped a mobbing within a half-hour of stepping into their boat. It was a mockery to ask a man how he found himself on such a morning. It may sound like a bad joke, but it is the solemn truth that we are all blue together, and the least so are certainly the Cambridge men, whose confidence in a coming victory kept their spirits superior even to the weather. As we were rowed back to our steamer-three or four of ns—we entered into a compact to say nothing whatever about the weather, and nothing about the scene on shore and only to write so much as we could see of the race itself, which, in the midst of the blinding snow-squall that ust then came on, promised to be very uttle indeed. After my four hours on the steamer, I am very willing to keep my part of the bargain.

The two crews came out very punctually, the start

having been fixed for 1:10, and both crews having their beats affeat before that time. So much depends on the state of the tide and the neap tides are so uncertain that one can never be sure of the start within half an hour or so. The flood this morning happened to make early. From where the four steamers were moored-just above the Aqueduct-to the boat-houses may be 150 yards, but so thick was the snow that nobody could tell what crew was first on the water, and even when they were halfway down, to us we disputed whether it was Light Blue or Dark Blue. It proved to be the latter Cambridge followed in a couple of minutes. I need not describe again the arrangements for starting. They We had a good view of both cights while they were ap proaching, and then while they were waiting word. It was plain that the popular verdict in favor of Cambridge style was a just one, if any estimate could be formed from their appearance as they paddled down. Oxford seemed big, but that is, because their thwarts are higher and the me sit up more in the boat. Altogether they were not a bad looking crew, though there were criticisms enoug to be made on individual men. Houblon looked as if he had hardly done work enough, which was of course true still more perceptibly of Knollys, while Lesley had the air of being overtrained. Later on it became clear that No. 1 was not at all in order. Cambridge more alike and as fit as could be. I not but admire the way in which Goldie had developed since last year. He has the shoulders of a young giant, and as to his loins, which are o more consequence, the work he has done shows what they are. Neither crew has chosen to be weighed, or to publish their weights for some days, but the following

unt	t contains the latese underes and	
	CAMBRIDGE. Stone.	
	1. Jas. B. Close, First Trinity	H
	a C W Remon Third Trillly	a
	e G M Robinson, Christ Church	1
	. U E A Snameer Second Tribley	
•	* C & Boad First Trinity	
	a Laky R Close, First Trinity	1
	a C d I Dandaigh Third Triblev	
	T H D Goldie Lady Margaret tatrone, 12	
	C. H. Roberts, Jesus (Cox) 6	3
	OXFORD.	a

5. E. C. Malan, Worcester. 13 6
6. R. S. Mitchison, Pembroke 12 14
7. R. Lesley, Pembroke 11 12
T. H. A. Houblon, Christ Church (stroke).10 34
F. H. Hall, Corpus Christi (coxswain). 8 64
Cambridge luck was still to the fore. She won the

s, and according to the tradition which prevails, took the Middlesex berth, the advatage of which seems to me Mr. Searle was starter, and gave the word at 1 h. 34 m 52 s. The two boats got away as nearly as possible together. In a dozen strokes Cambridge seemed to have gained a few inches' lead, but the difficulty of judging from a steamer astern is very great, and a lead is not certainly seen till it has become consid erable. The moment they had settled down to work, the better form of Cambridge became evident, and it was also clear that both crews were better than the average. The Cambridge stroke has not a trace of the faults of five years ago, and it has nearly all the merits which made that of Oxford so long famous and successful. Goldie is the rival, if not more than the rival, of Darbishire, and is, to my eye, a better looking man in a boat. What I have quoted above about the rowing of the two crews during their practice is nearly true of their rowing during the race. But I could not see any want of catch in Cambridge. Goldle has it beyond question, and not Darbishire himself, who was celebrated for it, got a more sudden grip of the water at the beginning of his stroke. His men have learned well the lesson he has been setting them for four years past. They were perfectly together minute, Oxford beginning with 40, which did not keep curious steering of the Cambridge coxswain, which more than once afterward during the race was inexplicable to us. He kept in close to the Middlesex shore, and of it, the Dark Blue began to creep up, so that for some time it was hard to say whether Cambridge had any lead at all. Goldle had no idea of leaving the matter long in doubt, and calling on his crew at the wharf he took them up to the Crab Tree in such style that the tide could no lenger keep Oxford by their side. This feat had to be re above it : the crew being forced by the coxswain's deviation from his right course to row two otherwise needless spurts to maintain and increase their lead, They shot the bridge, still about half a length in advance, that we for the first time caught sight of the old-fash the leading crew as it passes under the arch. Thence around the right bank of the river was pretty thickly peopled, but neither there nor at Barnes, nor at Mort lake was there more than perhaps half the throng which

turned out last year. Above Hammersmith Bridge came the struggle which always comes. I do not remember to have seen a race from Putney to Mortlake which was not in fact decided between the two bridges. It was so this year. Encouraged by the wide berth which the Cambridge coxswain was giving the Surrey shore just where the bend was greafest. Houblon made his effort. The stroke had been about 40-certainly two more than it ought-all the way from Putney. It was more than Oxford could row through, and more than they could few uniformly. Nevertheless, Houblon put on steam, and crowded his men in a moment up to 43 or 44. Thanks partly to that spasmodic effort and partly to the favor which the course gave them, Oxford, at first, came rapidly up with their opponents. I was watching Goldie at the moment through a glass, but I could not detect a change in his 40 from one end of the race to the other. They answered the Oxford spart, but it was not by quickening their Before they were past Chiswick the effort of Oxford had died away, and the effects of it showed themselves all over the boat. They never at any time went to pieces in the crazy way the last year's erew did, but their charge of winning the race, if they and one, was at an end. Cambridge went ahead, rowing well within themselves and all the time in most admir able style. Taking the last two miles tegether, it is seldom-never, I think, of late years-that a better bit

of rowing has been seen on the Thames. The race from this point needs no long description. Oxford moved on with unyielding pluck, but with hope. The cheers of the crowd grew heartier all the way to Mortlake as they saw their favorite coming up with the race perfectly in hand. As Lesley did last year, so Houblon to-day tried a final spurt above the Barnes Bridge and within a few hundred yards of the post, but it was all for honor's sake and not with a notion of reversing the settled fortunes of the day Cambridge swept by with her measured stroke, and when the gun fired, was, as nearly as possible, two lengths ahead. From our steamer the eight looked like a pair-oar. Oxford came in a good deal distressed, as was natural, but, on the whole, they made a better race of it than most people believed they would or could. The time was 21 minutes 14 seconds-fairly good, the tide and weather considered. Our snew-squall had stopped almost without our noticing it, though for the first mile we had hardly been able to keep our eyes open, so violent was it, with the rapid motion of the steamer. But the wind was not violent, and the water was nearly smooth throughout the course. Latterly, omething that looked like the sun came out for ten weather to go home in. In ten minutes more came a fresh squall, first of rain and then of snow, and the last hope of a bright holiday vanished.

THE FIFTEENTH AMENDMENT. AN ORDERLY CELEBRATION BY THE COLORED

PEOPLE.

The fondness for display inherent in the colored race, found an opportunity for gratification yesterday in the annual celebration of the adoption of th Fifteenth Amendment to the Constitution. Throughout the day unusual numbers of colored people in holiday dress thronged the streets. The procession was admi-rably arranged, and the pleasure afforded to the numerous dark-skinned spectators along the line of march was indicated by smiling faces and great good humor. The men in the procession were all dressed in black suits with white gloves and silk hats, and made a highly creditable appearance. The line was formed on South Fifth-ave., at 1 p. m., over 3,000 men representing the various negro regiments, benevolent societies, and pro tective unions of the city, and including deputations from Pennsylvania, New-Jersey, and Delaware, being arranged in the following order of March :

arranged in the following order of March:

Section of Pollee: Mounted Officers and Aids; Civilians Mounted; W.

P. C. Pioners: Banit; Colored Drum Corps; Mounted Officers and Aids;
Section of Infantry; Drum Corps; Veteran Guard; Banit; Lincoin Gause,
Companies A and B; Band; Benevolent Sous of the Rev. John H. V.

Morran; Belmont Society; Section of the International Society; Lincoin Coachiners; Society; Excelsior Cornet Band, sil colored; Salcoin Mer's

Protective Union; Officers and Guests in carriages; A Group of Colored

Girls—Figure of Liberty, with National Emblem; Plonzers; Band; C.

W. S. Club; First Worl Republican Club; Plonzer Club; Beneral

Bent Sous of Robinson; Band; Coachiners's Union League Society; Assate

Society of Passaic, S. J.

The publica control compisted of 30 maps, winder Cart.

The police escort consisted of 30 men, under Capt. Byrne and Detective Irving. No disturbance occurred however, beyond the inconvenience caused by the temporary interruption of traffic in the streets through which the procession passed. The line of march was through Fifth-ave., Waverley-place, Macdougal st., Spring-st., Hudson-st., Canal-st., and Broad-way, around the statues of Washington and Lincoln, in Union-square, and thence up Fifth-ave, to Thirty-fourth-st., returning down Madison-ave, to Twenty-third-st. The decorations were few, but in good taste. A heavy wagon, drawn by four sorses and draped with the national colors, conta young girls, 14 of whom were dressed in light blue, and the fifteenth representing the Goddess of Liberty in white and blue, with a wreath of flowers. In the evening a concert was given at Association Hall, and several addresses were made.

CRIMES AND CASUALTIES-BY TELEGRAPH. A fire at Smithland, Ky., on Saturday, destroyed one hotel, three lunitees houses, and six dwellings. Loss reported at \$40,000, on which there is a small insurance.

... Dyer's wholesale harness store in Milwankee was bursel on Tucsiay, together with Zelses & Bonn's wholesale dry goods store. The bookstore of Strickland was seriously daraged. Long. \$ 150,056.

... The Maine Central Railroad bridge at Topshem, Me., was brined pesterlar. The bridge was over and feet lang and cost about \$5.0.00. Arrangements have been under for the function of passengers and baggage until the bridge is rebuilt.

The dwelling of Charles W. Folt, in Cambridgeport. Mass. Was birned on Tuestby and his son surfocated. Mrs. Frigness streket with heart disease on learning of her child's death, and her life to desgained of.

Sylvander Johnson's cofton mill at North Adams, Mass., was burned yesterlay. Loss, #100,000; marrance, \$72,000.

William P. Weaver, ticket agent at the entrance statement of \$1,700 and brocked senseties in the office about a month since, confesses having stalen the money and indicated boyary agent himself. He attempted to commit saleide an indicated source suspected, but failthe, he gave up the plusder.

THE INVESTIGATIONS.

TERIOUS BRAND ON THE CASES-FRENCH OFFICERS SENT OVER TO HASTEN SHIPMENTS.

IBY TELEGRAPH TO THE TRIBUNE. WASHINGTON, April 3 .- The French Arms Inquiry, to-day, was directed to the circumstances at tending the sales of batteries, etc., to C. K. Garrison. The witnesses examined were Chas. H. Pond, an arms merchant of New-York, employed by C. K. Garrison, and A. B. Steinberger, one of the original contractors to furnish the French Government with batteries and Enfield rifles, and C. K. Garrison. Steinberger entered into an arrangement with an English firm (Valentine & Biling) and a French merchant to furnish 25 batteries tract set forth that these goods should be delivered in Dec mber, 1876, but the contractors being mable to make a deposit with the French Government as a guarantee to carry out the contract, and failing to get the the arrangement fell through. In January, 1871, about a month after the time of the contract expired, the contractors went to Garrison and asked him to back them in the undertaking. This he consented to do, on condition that the deposit of 6,000,000 francs made with the Bank of France to pay for the goods, be transferred to some banking-house in England or the United States, and that the French Government accept him as a guarantor. For this service, furnishing the money and shipping the two-thirds or three-fourths of the goods were on be the Ontario, a telegram was received saying that the French Government did not want the batteries or guns. Those already on shipboard remained there for several months, until when, in June, the French Government renewed the contract for the batteries which were then

reshipped on sailing vessels to France.

This is an outline of the testimony as given by the three witnesses to-day. Incidentally, they testified to some important facts bearing directly on the subject of Pond and Steinberger each saw the marks " R. F." on the boxes of ordnance stores, and on the limbers of the guns. Pond thought the marks meant "reglementaire fusil," which he translated "regulation gun. ientaire field," which he translated "regulation gain-he absurdity of this interpretation is apparent as the ord "fusil" is never used in French to denote a cannon-temberger said that he caused the same mark to be aced on the goods, by direction of the French inspect-g officers, and that it meant "Republique Francaise." s the Reminigtons had no connection with these goods, is settled that the mark could not mean "Reminigton be."

it is settled that the mark could not mean "Remington Fliss."

The next important point discovered to-day was that France sent out to the United States at least three French officers to inspect the batteries and stores, and that those inspections were made on the wharf, where the goods were delivered by the Ordnance Bureau, on the vessels and on the lighters. These French officers were seen both by Steinberger and Garrison. The latter saw one at Capt. Crispin's office, and thinks that Guzman asked Crispin if there were in the arsenals of the United States shells with a certain kind of fuse, stipulated for in the Garrison contract. Capt. Guzman was on the wharf when the goods were brought there in charge of the Ordnance officers, and received from an officer of the Ordnance officers, and received from an officer of the Ordnance far sample of the certain the goods were all serviceable. Garrison also testified that he supposed at the time he was shipping the goods that Crispin and everybody else knew that the ordnance was going to France. On the Enfled rifles, Garrison paid to the Ordnance Bureau a margin of 10 per cent. After France refused to take the filles that margin was returned to Garrison.

mance Bureau a margin of 10 per cent. After Franco refused to take the rides that margin was returned to Garrison.

At one stage of the investigation, questions were asked to prove that the War Department had it in its power, when the Secretary discovered Remington as a French agent, to refuse to deliver arms to him, and would have done so had there been a sincere desire to preserve neutrality. The ordinance officers held that they had no such power, and when they were reminded that a margin was returned to Garrison, they said that that contract feil through, on account of delays in delivering the goods on the part of the Government. Garrison's testimony to-day shows that this was not the cause of the failure of the contract, but that it was because of a change in the French Government. On the 23d of January, 1871, the Secretary of War ordered the sales of arms and ordinance stores to be suspended. Garrison testified, to-day, that he made his contract Jan. 23, 1871, and that on that day he paid \$144,000 as a margin on this batteries. If that money had not been paid on that day, the batteries could not have been paid on that day, the batteries could not have been paid the may an on the Engleds, and it was within 30 for the contract of the contract came from France. After the contract on the French Minister to induce him to have the contract carried out. He went to Gen. Ingalis because he was acquainted with him, but he never offered to pay him a dollar for his services. Garrison desired to say, in reply to the testimony of some former witness, that he was not one of Win. M. Tweed's bondshach, and had no connection with him.

SECI-ETARY ROBESON'S EXPLANATION-ADMIRAL FORTER ON THE STAND-CONFUSION OF LE-

GAL QUESTIONS.

1BY TRACEGRAPH TO THE TRIBUNE. WASSINGTON, April 3 .- Secretary Robeson has prepared a brief in reply to the charges made against history of the Secor claims. He says that Secor & Co. and Perine, Secor & Co., were contractors for the Navy Department, and built the monitors Tecumseh, Mahopac, and Mathattan. On the 2d of March, 1867, there still remained due these contractors a large sum, amounting, as they caimed, to several hundred thousand dollars. A portion of this amount was due for work and materials actually done and furnished by order of the Department, about which there was no dispute, Similar debts for a much larger aniount, for like work, had been paid, while this debt remained due and unpaid. Other contractors having been paid claims of an entirely different character, for allowance on account of losses occasioned by the in-creased cost of labor and material, by reason of delays aused by changes in the plans for the vessels made by order of the Department, were pressed upon Congress by the contractors, and Congress, on March 2, 1867, assed an act authorizing the Secretary of the Navy to investigate the claims of certain contractors, including the Secors, for the purpose of ascertaining what amount each for the increased expense in should be paid to can be to the alterations in the curred by them, by reason of the alterations in the plans, &c., and the delays consequent thereon. This act stated the subject-matter to be investigated, and provided the form in which it should be reported to Con-

The Secretary of the Navy, Mr. Borle, in pursuance of the act, appointed, on July 6, 1867, a board consisting of Commodore Marchand, Chief Engineer King, and Paymas-ter Edmond Foster, to investigate the claims and report to him. The Board made the investigation and reported, among other things, that there was due to Secor & Co., and Perine. Secor & Co., on the monitors Manhattan, Tecumseh, and Mahopac, the sum of \$115,538 01. The report was sent to Congress by the Secretary of the Navy, and that body, on July 13, 1808, passed an act directing the Secretary of the Treasury to pay the respective amounts reported, being the amounts found due of the persons herein respectively named by the Secretary of the Navy, under an act of contractors for the construction of vessels of war and steam machinery, approved March 2, 1807, which shall of all claims against the United States on account of the vessels on which the board March 2, 1807." Under this act the Secors, among others were paid by the Treasury the amount allowed sider their debt for work done and accepted by the De-partment covered by this provision and pressed for payment. When the present Administration came in, they applied to Secretary Borle, who referred the matter to Admiral Porter, who, shortly after Sceretary Robeson's appointment, convened a Board consisting of Admiral Boggs, Chief Engineer Loring, and Contractor Eastly, with instructions to report on the claims. This Board reported that about \$92,000 was due, and recom ended its payment. It was at this stage of the promended its payment. It was at this stage of the pro-ceeding, Secretary Robeson's says, that the matter was first brought to his attention. Mr. Secer pressed for the payment of the claim on the report of the Board, and produced a letter from Chief Engineer King, who had been a member of the Marchand Board, to the effect that this debt had not been considered by that Board in making their allowance to the Messrs. Secor. As the claim thus appeared to be a bona fide debt, owing to the parties on their direct engagement, for which no pay ent or allowance had been made, although similar claims had been paid to others, the Secretary con-firmed the report of the Board, and directed that the amount found due should be paid.

The Secretary says he examined the act of March 2,

1867, and road the report of the Board which were among the records of the Navy Department, before making the payment; but that the act of July 13, 1868, being a priwate act, was not in the navy compliation. The account was settled in the Treasury, and, though he was aware that the allowance of the report had been used under an

act, yet the particular provision at the end of the act, either was not brought to his attention, or escaped his notice at the time he ordered the payment. Some months after, when the accounts of the Paymaster who paid the bills came to be settled in the Treasury, the matter was brought up by the Second Controller. The Controller and the Secretary together then considered the law of 1868, and both came to the conclusion that the acts of 1867 and 1868 were completely in part materia, and that the proviso could be held to refer only to the subject matter considered by the Marchand Board, and barred only the claims upon which they made an allowance, as per their report, and that this being a just debt, actually due these parties, and not in any way considered or allowed for in the settlement made under the acts referred to, was not barred, but remained due, and was properly paid.

WASHINGTON, D. C., April 3 .- The Naval Investigating Committee met, this evening, at 7:45 o'clock. Admiral Porter was sworn and interrogated by Mr. Bartlett. The Admiral said that since the incumbency of the present Secretary of the Navy he occupied a position in the Department merely temporarily, and performed duties as the Secretary assigned him such his duties were advisory; he recollected bearing of the Secor claims when Mr. Borie was secretary. He did not remember having any conversation with the present Secretary until after the appointment of the Board to examine the claims. The witness signed the order for the appointment of the Board, of which Commodore Boggs was President. He spoke to the Secretary, and the conversation was in relation to the amount of money which they had on hand at the time. The Secretary informed him that he had ex-Witness thought that was in January, and he expressed

Witness thought that was in January, and he expressed an opinion, or was under the impression, that the bills had been paid; as to John Reach, he did not recommend him to the Secretary of the Navy, but wrote a letter of introduction to the Secretary, saying that Roach was an honest man and would do as well as anyone; he did not designate Roach as a builder of engmas.

Abraham Hewitt was sworn, and testified he was a manufacturer of iron in New-Jersey and Pennsylvania; he was acquainted with the various grades of iron; he then gave particulars of his visit to the Brookyla yard, where he examined the iron for the torpedo boat, he then witnessed tests and the result was they were wese, not all favorable; the plate iron stood the test very well; iron which would have stooe the required test could have

139,645.
William H. Shock, Chief Engineer of the Navy, said he held the position of acting Chief of the Bureau of Steam Engineering lest year. He remembered papers being sent to the bureau about the Secor claim, from the Department. He had the impression the sending of the papers to that bureau was an error. He told Mr. Allyn, the cierk, to make out a statement so far as that bureau was concerned. The papers found their way back to the Department. He either sent or returned them himself. The bureau took no official action on the papers.

THE CUSTOM-HOUSE

ONE OF COL. HOWE'S AGENTS OVERTURNED-THE NAYLOR CASE AGAIN-AN APPRAISER'S

IBY TELEGRAPH TO THE TRIBUNE.I Washington, April 3 .- A special meeting of

the Custom-house Investigating Committee was called te-day, for the purpose of listening to a statement of Col. Gourçaud, whose personal and official character was attacked in the testimony of Brush, one of Col Howe's special agents, last week. said that having seen in the newspapers a report of Brush's testimony, he had written to the Chairman of this Committee, asking permission to appear and reply. He then gave an account of his convention with the Annual Property of the convention with the convention of the convention with the convention of the convention of the convention with the convention of the convent count of his connection with the Appraiser's Department at the Port of New-York, and followed it with a full explanation of his subsequent connection with the house of Naylor & Co. He said that he was appointed Assistant Appraiser at New-York in the Fall of 1869, and was assigned to the division baving charge of hardware, &c. After spending considerable time in preparing himself for the position, he entered upon the duties of his office and continued to discharge them for about seven months. At the end of this time he received an order from the Secretary of the Treasury, directing him to proceed to Sheffield in company with Gen. Starring, for the purpose of making an investigation in connection with the manufacture of steel, to the end of settling the long spending bar steel controversy. Having per formed this duty, and prepared his report, he returned to this country on the let of January, 1871, and resumed the duties of his effice. A few months later, he received from the Secretary of the Treasury six weeks' leave of absence, to go to Europe again on private business. This was granted, and before the expiration of the time he resigned his commission as Assistant Appraiser. During his term of office less than 600 tuns of steel fish plates were imported by Naylor & Co., and these were in such small quantities that Gauread does not remember the circumstances attending a single one of them, and he submitted documentary evidence of the fact that, whether these invoices be right or wrong, they had been passing through the division of which he was chief, at the same or equivalent rates, for three years previous to his appointment to office, and continued to do so for nearly a year after his resignation; and also, that those invoices which had upon them his official signature, had it simply as the executive head of the division in which they were appraised. He had in no sense "passed" the invoices in the technical sense of that term. Brusa, in his statement, said that at the time some of the Fish plates passed through the Custom-house, Gouread was the Assistant Appraiser, and passed large quantities of them, so that if it turned out that term. Brusa, in his statement, said that at the time some of the Fish plates passed through the Custom-house, Gouread was the Assistant Appraiser, a assigned to the division baving charge of hardware, &c. After spending considerable time in preparing

longe quantities of them, so that if it turned out that Naylor & Co. had really been involeng them at less than their real value, Gourcaud must have been in collusion with them.

Gourcaud also replied to Mr. Brush's criticisms on the character of McMullen, the examiner who passed the fish plates in question. He said that McMullen had been in the Appraiser's Department for 20 years, and, with one or two others, sustained about the same relation to that office which Mr. Clinch does to the office of Collector of the Port. He is a man above suspicion, and an acknowledged authority in all matters pertaining to his department. Although a Democrat, his services have been so valuable that no Republican Appraiser has ever thought of dispensing with them.

Gourcand next explained at length his connection with Naylor & Co. At the time the books were selzed he was in the South of England on private business. Mr. Benzon, of the London house, telegraphed to him requesting that he should call at their place of business in London, and, when he did so, said: "Wo are in the hands of the Philistines." Gourcand asked him to explain, when he did so, said: "Wo are in the hands of the Philistines." Gourcand asked him to explain, when, walking into a private office. Benzon said that they had learned by telegraph that the books and papers of their New-York house had been seized by the Government officers, that their place was full of detectives and special agents, that their place were made out, he told Mr. Benzon that if what he said was told that the accusation was under-valuation in the invoices. After he had inquired as to the method in which the invoices were made out, he told Mr. Benzon that if what he said was true, he thought he need have no fear, and that the matter could be fully and satisfactorily explained. Some time later, Gourcaud was again called to London and invited to take charge of the case. This he consented to do on one condition, and that was that he should have full access to the hooks and papers of their from th

A CUSTOM-HOUSE ROUGH'S STORY DENIED. To the Editor of The Tribune.

SIR: In relation to the evidence given before the Custom-house Investigation Committee at Washington, by Mr. Peterkin, I would like to say that the only truth stated is that after Peterkin's carnest desire to attend the Syracuse Convention, I procured a ticker for him and paid his expenses while there, hoping, as he himself expressed it, that his attendance would help him in his application for appointment in some pub office. He had been appointed to a position as Assistant Inspector in the Health Department, but was relieved secore the assembling of the Convention. Commissione Manierre did not request him to go to Syracuse, nor was Peterkin so informed. The statement about my desiring any rowdyism there is false in every particular. Neither did I hear, either at New-York, Syracuse. or elsewhere, anything said about breaking up the Convention. I have taken steps to appear before the Committee at Washington to contradict the wholesale slanders made by an unseru 'uns applicant for office.

New-York, Ap. il 3, 1872.

James L. Hastie.

COMMISSIONER MANIERRE'S STATEMENT. dissioner Manierre, in conversation resterday statements made by Peterkin before the Investigating Committee, de most emphatically that he was in any way concert. . in an endeavor to break up the Re publican Convention held last year at Syracuse. He had no knowledge that such an attempt was meditated, nor no knowledge that such an attempt was in any way con-did he believe that Mr. Hastie was in any way con-cerned in such an affair. Mr. Manierre said he did not even know that Peterkin was in Synaener, and he cer-tainly was not in the employ of the Board of Health at the time the Convention was held. He only served five or six months in the effice of the City Earlitary inspec-tor, and, with others, was discharged because there was no longer need for his services.

AN ALARMING DECISION.

PRICE FOUR CENTS.

OPENING THE PENITENTIARY GATES.

THE SITTING OF ONLY ONE JUDGE IN THE SPECIAL SESSIONS PRONOUNCED ILLEGAL— THE HUBER CASE-THE MISCAL CASE-A GENERAL PENITENTIARY DELIVERY ANTICI-PATED-INGENIOUS EXCUSES FOR BARNARI AND CARBOZO.

A decision was rendered in the Court of Appeals, at Albany, on Tuesday afternoon, of much more importance than was apparent from the brief telegraphic dispatch, by which it was announced. The neces of the investigation now being made into the judicial machinery of this city, is clearly proved by this decision and its probable results. For some time past the legality of the Court of Special Sessions has been questioned, it having been claimed that the act creating the Court was illegal; and further, that the Justices of the Court evaded the requirement of the act, and were constantly violating the law and rendering the city liable to be overrun by convicts, liberated as a consequence of illegal judicial proceedings. The act authorizing two Police Justices to sit in the Court of Special Sessions, either one to act in the case of the other being prevented from sitting through disability, was passed early in 1871, and Justices Shandley and Dowling were designated to preside at this Court. For mutual accommodation, these two magistrates sat at alternate weekly terms, and while some convictions are indersed to the effect that the Justice not sitting was prevented from doing his duty by disability, others are indorsed to the effect that both Justices were sitting, when in fact only one was present. As a natural consequence of this irregularity, a case was appealed, as follows:

William Huber was tried at the Court of Special Se stons for larceny, and on the 19th of December, 1871, was convicted of the offense, and sentenced by Justice Dow-ling to six months' imprisonment in the Penitentiary on Blackwell's Island. Huber's counsel appealed from this decision, and carried the case to the Supreme Court, where a motion to set the conviction aside was con-sidered before Judges Ingraham, Cardozo, and Barnard. The point made by defendant's counsel was that the Court of Special Sessions was irregularly constituted, only one of the Justices having been present, and the other being absent through disability, although the nature of the disability was not stated. In rendering the decision, Judge Cardozo, in an elaborate opinion, concurred in by Judge Barnard, held that the Court wa legally constituted, that there was no irregularity, and that the general statement on the conviction that one of the Justices of the Court was absent through disability. without any specification of the disability, met the requirements of the statute. Judge Ingraham dissented from this opinion, and held that an explanation of the ing justice, was an absolute necessity.

which the decision of Judges Cardozo and Barnard has just been overruled and the opinion of Judge Ingraham affirmed. This fact was telegraphed to this city on Tucsday night, and the first result was an extraordinary motion made in the Court of General Sessions, yesterday, before Judge Bedford, in the case of James Miscal, who had been convicted at the Special Sessions of a miade meanor and sent to the Penitentiary on Blackwell's Island, upon the sentence of a single Judge sitting at the Special Sessions. Miscal was arraigned for trial on an indictment charging him with picking the locks and escaping from the Penitentiary, the punishment for an offense of this character being imprisonment in the State Prison for two years. William F. Howe, counsel for Miscal, moved to quash the indictment, on the ground that the decision of the Court of Appeals had proved the conviction and sentence of his client fliegal and irregular, and that consequently Miscal, having been restrained of his liberty without due process of law, had committed no offense in escaping from illegal confinement. Mr. Howe also said that the decision of the General Term,of this district, which was rendered by Judges Barnard and Cardozo in the Huber case (Judge Ingraham dissenting), was given for the purpose of securing an adjudication of this question by the highest judicial authority of the State, and that Judges Barnard and Cardozo expressed their true opinion of the subject when passing upon the numer writs of habeas corpus which have been submitted to

Mr. Howe's ingeniously interpolated defense of the two Judges, might, under different circumstances, be regarded favorably; but in view of the fact that very many of the discharges from the Penitentiary granted by these Judges occurred prior to the passage of the act regulating the present constitution of the Court of General Sessions it appears somewhat trivial. Again, it is questionable whether these Judges, who have distin guished themselves by peculiar astuteness as well recklessness would stultify themselves by rendering a de cision-giving an opinion and then pleading as an excuse that it was for the purpose of settling a vexed question on higher authority. Mr. Howe, after his somewhat discursive remarks, pressed for the discharge of his client. Judge Bedford remarked that he had not read the decision referred to, and declined to discharge the prisoner, but; would withhold his judgment until he could procure a copy of the decision of the Court of Ap. peals, and read it with the attention it deserved.

Among lawyers it seems to be generally conceded that whether the decision of the Court of Appeals says that the whole law is unconstitutional, or that the fact of but one Judge sitting alone makes an irregularity, there is depleted of its inmates, and that the city will be infested by these dangerous characters until fresh crimes shall

cause their reimprisonment.

A prominent lawyer said yesterday, in reference to this matter, that " the decision of the Court of Appeals would appear to entitle all prisoners whose cases correspond with that of Huber to be discharged." In speaking of the effect which the decision would have as regards the evidence taken against Judges Cardozo and Bornard before the Judiciary Committee, he said: "It is difficult to see how this decision can relieve Judge Cardozo, who by his opinion at the General Term has committed himself to the conclusion that persons whom he discharged were not entitled to release, and of course the Court of Ap peals cannot justify Judge Cardozo's action in grant ing discharges in cases the circumstances of which differ from those in the Huber case. Not only has Judge Cardozo committed himself to the view that those whom he discharged were not entitled to their liberty by his opinion delivered at the last General Term of the Su-preme Court, but also by the fact that while he was dispreme court, but also mapplications made by one firm of charging prisoners on applications made by one firm of charging applications on similar grounds from other and less favored lawyers." charging prisoners can be a starting applications on similar grounds from othersand less favored lawyers."

It is not pleasant to contemplate the possible consequences of this decision, and if those intrusted with the conservation of the public peace had been less subject to the disabilities which have so frequently prevented the joint occupancy of the Special Sessions Bench by the Police Justices designated to preside at that Courf, the city would not have incurred the danger of being overrun by hundreds of lawless and desperate criminals.

AFFAIRS AT COUNCIL BLUFFS. COUNCIL BLUFFS, Iowa, April 3 .- There are 200 car-loads of freight accumulated on this side of the Missouri, awaiting the order of the Union Pacific Railwest. About 200 car-loads of freight were tion is doing a good work in the establishment of factories, some half-dozen having been added to those already here. Mr. Dillon of New-York is here endeavoring to secure land enough in Western Iowa for the establish-ment of an Irish colony of 500 families.

HEAVY BURGLARY. Muncy, Penn., April 3 .- The office of the Lycoming Fire Insurance Company was entered by bur-glars last night, and one of the safes blown open. Over \$30,000 of registered railroad bonds and stocks were abstracted, \$10,000 of which belonged to the company and the rest to private individuals. Three suspicious characters have been arrested in connection with the rob-

TELEGRAPHIC NOTES.

Navigation has opened on the Connecticus Vertiers, Belgium, are on a "strike."

The Hon. R. C. Schenck, the American Minister to Engiand, is now on a visit to Paris.

... A convention has been signed by the Main-nance and Construction Company of Great Sittain and the Government Portugal for laying a telegraphic cable from Lisbon to Brazil by war the Madeira and Cape Veria labora.